

Habitats Regulations Assessment for the Parking
Standards SPD

Screening Statement

Brighton & Hove City Council
September 2016

1.0 Introduction

- 1.1 Brighton & Hove City Council is required to consider whether its planning documents would have a significant adverse effect upon the integrity of internationally designated sites of nature conservation importance including 'European sites' which are designated within the city of Brighton & Hove and the wider sub-region. This consideration is undertaken through a process known as a Habitats Regulations Assessment which is a requirement of the Conservation of Habitats and Species Regulations 2010 (the Habitats Regulations).
- 1.2 European sites provide important habitats for rare, endangered or vulnerable natural habitats and species of exceptional importance within the European Union. These sites consist of Special Areas of Conservation (SACs, designated under the Habitats Directive) and Special Protection Areas (SPAs, designated under European Union Directive 2009/147/EC on the conservation of wild birds (the Birds Directive)).
- 1.3 Government policy (National Planning Policy Framework (NPPF) (DCLG 2012) and Circular 06/05 (ODPM, 2005)) requires that Ramsar sites (designated under the International Wetlands Convention, UNESCO, 1971) are treated as if they are fully designated European sites for the purposes of considering development proposals that may affect them.
- 1.4 The HRA must be applied to all Local Development Documents (LDD) in England and Wales and aims to assess the potential effects of a land use plan against the conservation objectives of any European sites designated for their nature conservation importance.

2.0 Parking Standards SPD Background

- 2.1 The Parking Standards SPD aims to inform developers of the required parking provision associated with new development. The SPD will be used by the City Council when assessing and determining planning applications.
- 2.2 The SPD is linked to policy CP9 Sustainable Transport of the Brighton & Hove City Plan (adopted March 2016), which committed the council to preparing guidance on parking and servicing requirements for new developments.

3.0 Brighton & Hove City Plan Part 1 – HRA screening

- 3.1 A screening to meet the requirements of the Habitats Regulations was undertaken for the City Plan Part 1 at various stages of plan production. The most recent assessment ¹ followed the Examination in Public at Proposed Modification stage 2014. The City Plan Part 1 includes Policy CP9 Sustainable Transport.

¹ [HRA screening](#)

3.2 The screening included an initial assessment of the potential for environmental impacts resulting from each policy that needed to be considered by the HRA screening. The potential environmental impacts associated with Policy CP9 included:

- Increased resource use – hydrocarbons
- Increased traffic volumes
- Air pollution
- Increased recreational pressure

3.3 The potential combined effects of policies within the City Plan, which could affect the integrity of European sites, amounted to water abstraction, air pollution and recreational pressure. Of these:

- *Water abstraction would not have a significant effect on any European site because there are no such sites which are vulnerable to water abstraction within the water catchment area of Brighton and Hove.*
- *Despite policies which promote travel choice and minimise air pollution, it is still possible that air pollution may worsen as a result of the City Plan Part 1. However localised air pollution of this nature would not have a significant effect on any European site, according to Natural England advice.*
- *Recreational pressure on downland in the vicinity of Brighton and Hove may increase as a consequence of the City Plan Part 1. However only one of the European sites assessed is vulnerable to recreational pressure (Ashdown Forest) and studies elsewhere have shown that this site is far enough away from Brighton and Hove to safely conclude that there would be no significant recreational impact on it as a result of the City Plan Part 1.*

3.3 Therefore the HRA screening on the City Plan Part 1 discounted all possible significant impacts that would affect the designations of the SACs or SPA and therefore did not progress to a full Habitats Regulations Assessment.

3.4 As the purpose of the Parking Standards SPD is to expand on policy contained within the City Plan, the HRA screening for the City Plan Part 1 is relevant to the SPD. The effects of the Parking Standards SPD on the integrity of European site are deemed to have been considered during the HRA screening of the City Plan.

4.0 Conclusion

4.1 No further Habitats Regulations Assessment screening is required.